



# www.PlaneSafe.org

*NATIONAL AIR DISASTER ALLIANCE / FOUNDATION*

November, 2000

2020 Pennsylvania Ave., NW \* # 315 \* Washington DC 20006-1846

(888) 444-6232-phone \* (888) 444-NADA \* (215) 540-0623-fax \* [www.planesafe.org](http://www.planesafe.org)

Dear Friend,

At the Annual Meeting people were saying, "NADA/F has clout," "very impressive that Jane Garvey spent so much time talking with our members on Friday and Saturday afternoon," "terrific meeting, a real step up," and, most important, "thank you for bringing us together!"

NADA/F is growing. Year 2000 has been our busiest and most productive year. But, we truly do need your help to continue the momentum. Please renew your membership NOW for 2001 at just \$20 per person (per year). And, since membership donations are used to cover costs of printing and postage to members, PLEASE, PLEASE, PLEASE consider an additional tax-deductible contribution to the *NATIONAL AIR DISASTER FOUNDATION (NADF)*.

Our only way to be effective is to network and communicate with our members, the media, and other organizations. And, unfortunately, these costs rise each year. Costs for telephone, printing and mailing continue to rise, with our numbers and with time. We really need to have an office in the Washington DC-area, and are working toward that goal. A special gift of \$100,000, in your name, or in memory of your loved one, would make that dream a reality. A reality to help accomplish our goals.

Last year the *NATIONAL AIR DISASTER FOUNDATION (NADF)* established a trust account to hold larger donations, where the interest from the trust is used as an endowment to cover the annual expenses of a particular project, and the principal is held in trust. We were fortunate to receive endowment gifts of \$10,000 each to endow the Air Safety Award and the new Journalism Award. We encourage members to also consider making a similar donation in memory of a loved one that will endow our work for the future.

Each of us knows that what happened to us, should NEVER happen to anyone! As time goes on, we all painfully learn that most air crashes are very preventable disasters. Our organization is the only non-profit working to prevent these tragedies. Please know that your gift WILL make a difference!

Yours truly

Gail Dunham, President

P.S. Your membership renewal, and your additional contribution of the most that you can do WILL make a difference. Thank you !!!

*MISSION: To raise the standard of safety, security, and survivability  
for aviation passengers and to support victims' families.*

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## ***Be a Shareholder! Mary Schiavo's Special Donation to NADAF!***

NADAF has made great inroads with government, however the lawyers and insurance companies that represent the airlines do not get it. The missing link is getting corporations to accept their responsibility.

You have earned your place at the table for corporate accountability. You need to ask the questions that make a difference at the aviation Shareholders Annual Meetings. Corporate Directors need to be reminded that safety sells and tragedies do not. Those corporate directors do not answer the questions in the courtroom, however at their Annual Meetings you can ask them directly, and they are required to provide an answer.

**I am making a donation to NADAF of aviation corporate stocks that will be held in NADAF's trust account, which will enable your members as shareholders to attend those corporate meetings and publicly ask the tough questions. By law the Board of Directors is required to answer shareholder questions. If they do not know the answer they are required to find out and provide the answers to you. You can be a force for change directly to the corporate officers who are responsible for the answers.**

I hope that others will also donate airline and manufacturers' stocks to NADF. You have earned your place at the table and this donation is so that you can directly ask those important questions.

*Mary Schiavo*

*(We hope to have the entire text of Mary's speech on our website soon: [www.PlaneSafe.org](http://www.PlaneSafe.org))*

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### ***Thank you Mary! How This Will Work!***

Stock donations to the **NATIONAL AIR DISASTER FOUNDATION**, a 501 (c)(3), are tax-deductible, and will be held as part of the endowments in the NADF Trust Account at Morgan Stanley Dean Witter. We encourage members to call for the details about how easy it is to make a stock donation to NADF. Perhaps you already hold airline stocks (or other stocks) that you would like to transfer and donate as a tax-deduction to NADF, or perhaps you would like to donate funds to purchase a particular airline or manufacturer's stock so that NADF members can monitor that company and have a member at every Annual Shareholder Meeting. As shareholders NADF will receive notices of those Shareholder Meetings, and we will contact members in that area, or you, to ensure that our members and our mission are represented at those meetings.

Bill & Linda Beckett, from England, reported that they purchased British Airways stock almost ten years ago, and confronted BA at the Royal Albert Hall at the shareholders meeting. They had a voice and information was provided to them. Bill Beckett said, ***"We know this works, this is a terrific donation and we encourage you to become stockholders in as many airlines as possible."***

**Let's not stop there! Keep in mind that we need financial help to continue our work. We urge our members to consider a tax-deductible donation of stock--airline or any publicly traded company, as one of the ways that you can help NADF.**

*Gail Dunham, President*

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### ***FAA MEETING – FRIDAY, October 27, 2000***

Over 35 NADAF members met with the FAA about ARAC (Aviation Rulemaking Advisory Committees) and we discussed the process and ways the FAA could expedite the process for safety. Congress passes the laws that govern rulemaking, and the NADAF call is right on target about the need for Congressional Hearings about the FAA lack of compliance with NTSB fatal air crash derived recommendations. We made our point that the system is not doing the best job of serving the public, and it is complicated by the industry pressure.

Our ARAC representatives are generously covering their own travel expenses at this time, however, we used this meeting to again lobby the FAA to put funds into their budget to offset travel expenses for people like us representing the traveling public.

The FAA also gave us an overview of a new expanded portion of their website, which allows people to make Public Comments via the Internet about their Notices of Rulemaking. Their general website is <http://www.faa.gov> and the ARAC portion is the following: <http://www.faa.gov/avr/armhome.htm> The FAA has adopted the NADAF recommendation of being able to post comments and recommendations on-line.

**NADAF still needs a volunteer to help with the paperwork and telephone coordination with the FAA. This is an opportunity to make a difference! Thank you again to our terrific volunteers and to everyone who attended the meeting and represented our members and the flying public!**

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The first known meeting of people from air disaster groups was October 17-18, 1992. Many of those from the IADG, International Air Disaster Groups, the forerunner of *NADA/F*, have been working hard for aviation safety for 10-15 years, and the following were together again at our Annual Meeting. We thank them and others for their long-term support.

Left to right, standing: Jim Kahl, Dr. Kawakita (from Japan), Joan Pontante, Tom O'Mara, Bill Beckett (from England), Dr. Alex Richman (from Canada), Judy Fiore-Brazell, Mary Kahl, Caryl Dawson, Shifra Richman, Eileen O'Mara, Linda Bennett, and Nan Oldham.

NADA/F Board Members for 2001: Laura Sawyer, Mary Kahl, Barbara McFann, Kennie Bramley, Maureen and Ken Dobert, Rich and Marie Anderson, Jeff Josefson, (seated) Lee Sawyer, Earlene Shaw, Carole Rietz, Kim Collins, Janice Watson, Gail Dunham, Joan Pontante, (lower row), Susan Smith, Jeff Josefson, Lanita Hausman and Tom O'Mara. (Not pictured: Audrey Ulozas, Randy Hill, Tom & Margaret Hendrie, Tom & Jeanette Eilers, Arlene Miasel, and Barb Skudlarick) Feel free to contact any of your Board Members!



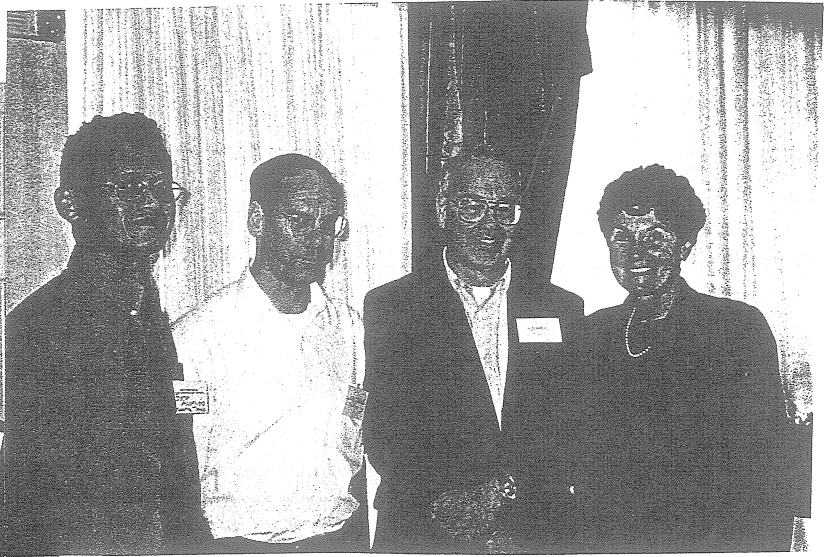
Board members congratulating a surprised Tom O'Mara after he received the 2000 Air Safety Award. Tom was the major force in bringing air crash family members together, the first family member to serve on an FAA ARAC Committee, forced much needed design changes in the MD-11 before it was certified, (to not replicate the fatal flaws he learned about on the DC-10), and much more.



Board of Directors for 2001: Susan Smith, Lanita Hausman, Carole Rietz, Joan Pontante, Jeff Josefson, Gail Dunham, Audrey Ulozas, Janice Watson, and Kim Collins.



Mary Schiavo and Carole Rietz



Byron Acohido, Paul Knerr, Bill Kauffman and Jane Garvey



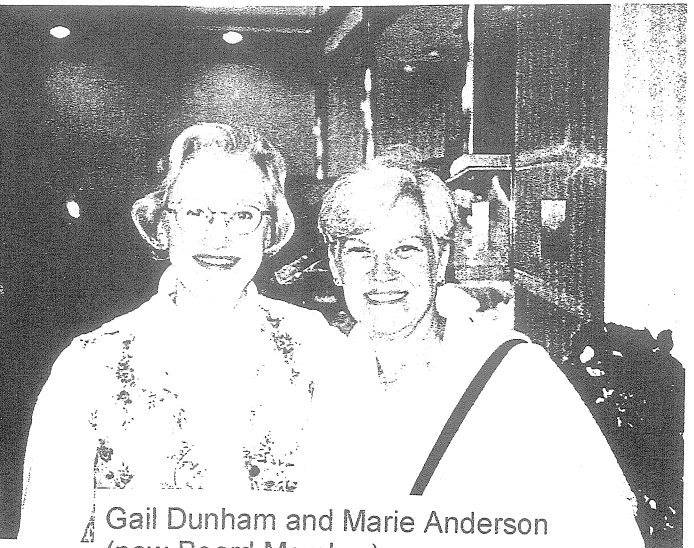
Jane Garvey and Nancy Wansedel



Tom Eilers (new board member), and Judy Fiore-Brazell, were passengers seated next to each other on United 232, 7-19-89, and were surprised to meet again at our meeting.



Jan Lohr and Jane Garvey discussing child safety in flight.



Gail Dunham and Marie Anderson (new Board Member)

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## **SEEN AND HEARD AT THE ANNUAL MEETING...**

### ***“Garvey Meetings with Air Disaster Families and Survivors”***

Arlington, VA – 29Oct00 – Increasing prominence of the *National Air Disaster Alliance / Foundation (NADA/F)* as a strong united voice for airline safety led to a visit by the FAA Administrator Jane Garvey. Ms. Garvey met with families of the victims of Alaska 261, TWA 800, PanAm 103, ValuJet, NW 255, USAir 427, United 232, United 585, Japan Airlines 123, and many more, including the survivors of United 232. *NADA/F* represents well over 75 major airline crashes around the world.

Ms. Garvey was “*very focused*” on the crash of Alaska 261 which has become a benchmark for a reevaluation of FAA oversight. “*We made some mistakes in the case of Alaska 261 and we are going to make it right,*” said Garvey. Alaska Airlines which has been under a grand Jury investigation prior to the crash, has made Ms. Garvey very “*frustrated.*” “*The Grand Jury has information that we (the FAA) want to know about,*” said Garvey.

Reported in AirJet Airline World News – Email: [Airjet@AirlineBiz.com](mailto:Airjet@AirlineBiz.com)

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### ***What is IREI Safety?***

IREI, represents International Rally of Endeavors to Improve, and the Japanese word IREI means “prayer for the peaceful rest of souls of the dead.” IREI is a union of the family members of Japan Airlines 123, the largest single air disaster in history, August 12, 1985. We were honored that Dr. Kawakita could be with us to share information about their very extensive memorial site on Osutaka Ridge, and their work toward air safety.

Thanks to IREI and Dr. K., Japan Airlines is now the only airline (that we know of) that posts their monthly safety data on their website. <http://www.jal.co.jp/operate/> In Japanese language only at this time.

*“The sky is one, the air safety standards internationally should be the same....I work everyday to honor the souls of the 520 victims..... they (the industry) must know that we can ‘bark’ and ‘bite.’”* Dr. Takao Kawakita

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*“Dr. Kawakita is my hero and role model. I want to live to be 80 and still climb the mountain.”*

Tom O’Mara, *NADA/F* Board Member and recipient of the prestigious year 2000 *NADA/F* Air Safety Award.

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*“You are turning your grief into a powerful force to make the world safer.”*

Maureen Dobert, *NADA/F* Board Member, CT-43, U.S. Air Force 737, Croatia

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*“Mary Schiavo was far more impressive in person than I ever imagined. She knows and understands what’s going on.”* Greg Neberding, representing Baby B’Air, for safer flight for children under 2, and *NADA/F* Member representing us at the FAA Regulatory Course on the Rulemaking Process.

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*“NADA/F is an honest organization in town and the only group that can stand up to government and say ‘prove it!’”* Ira Rimson, *NADA/F* Member, and with Veridata, Air Safety Accident Prevention Specialist.

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*“One error is not supposed to cause an air disaster. TWA 800 had no redundancy, no back up system.”*

Christine Negroni, author of the book “*Deadly Departure: Why the Experts Failed to Prevent the TWA 800 Disaster and How it Could Happen Again.*”

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*“I asked Ms. Garvey: Where was the FAA while this critical position of safety inspector at Alaska Airlines was left open for over two years? She replied, ‘we screwed up.’”*

Earlene Shaw, *NADA/F* Board Member, and widow of Don Shaw, Alaska 261 1/31/00

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*“Carolyn Coarsey-Rader’s videotapes should be used as required training at the FAA.”*

Ken Dobert, Tom O’Mara, and many others...

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*“God is not malevolent; God does not cause airplanes to crash, People cause airplanes to crash.”*

Dr. Robert O. Besco, Retired Airline Captain, [bbesco@properf.org](mailto:bbesco@properf.org) [www.properf.org](http://www.properf.org)

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*“NADA/F is obviously gaining momentum and there is a lot of enthusiasm—very positive meeting.”*

Bill Kauffman, Ph.D., Aerospace Professor at University of Michigan, and *NADA/F* representative on the FAA ARAC Executive Committee, and Fuel Tank Inerting Committee. Email: [cwkauff@engin.umich.edu](mailto:cwkauff@engin.umich.edu)

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*“I am truly honored to be the first recipient of NADA/F’s journalism award. It means a lot more than any journalism prize that I’ve received because it represents the good that has come from tragic, unnecessary loss of lives. NADA/F has provided a vehicle for family members to take advantage of their unique access to government regulators and insist that the flying public have a place at the aviation safety table.”*

**Byron Acohido**, Pulitzer Prize winning Aviation Journalist with “Seattle Times,” and recipient of the first **NADF Corboy & Demetrio Award for Journalism Contributions To Improving Aviation Safety**. The award was made possible by a very generous \$10,000 donation to endow the award from Corboy & Demetrio, an aviation firm in the Chicago area.

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### **Granting Immunity...**

The first law enforcement for aviation safety was in 1784 when the police were called in about a balloon flight in Paris. Using law enforcement to protect the people in aviation is nothing new. However, the NTSB wants the power to grant immunity during air crash investigations. One problem is that they have not worked in criminal law. We use our laws to weed out criminals from the medical profession and other areas, and the flying public needs to also be protected. You need “cause” to open a criminal investigation, some indication there is even a crime to investigate. You need legal proceedings and a person is called for questioning, and must refuse to cooperate, taking the 5<sup>th</sup> Amendment before you would even consider seeking immunity. Someone needs to refuse to cooperate first, because they fear prosecution. You must follow the federal, state, and local laws that apply. Everyone wants to be granted immunity, but keep in mind it was intended for use with criminal law enforcement, and by granting immunity a successful criminal might be free.

**Mary Schiavo**, former Inspector General of the U.S. Department of Transportation, and author of **“Flying Blind, Flying Safe.”** (available on our website under BOOKS)

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*“To say that Airbus and Boeing have their own agenda is the understatement of the millennium. The manufacturers have impeded adequate emergency evacuation standards. The aviation rule making is controlled in the U.S., and although Europe is trying to have more influence, we need your help in the U.S. to demand the highest standards. You (NADA/F) have achieved an incredible amount in five short years. You have influence and clout, sadly that will grow partly because of the ongoing spate of disasters. The question is not “IF,” but when and where the next aviation disaster will be.”*

Bill & Linda Beckett from England, representing SCI SAFE (pronounced sky-safe) Survivors Campaign to Improve Safety in Airline Flight Equipment, since 1985.

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*“The meeting was a valuable introduction to NADA/F and gave me a deeper and broader spectrum of aviation disasters than I ever knew. Meeting United 232 survivors was more valuable than professional trips to Sioux City, IA. I came to learn and I gained more than I gave.”*

Melvin Prostkoff, MD, Medical Examiner, New Hampshire, Great Bay Neurosurgical Associates, Dover, NH

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**Books Online! When you link from our website to Amazon.com NADF receives a modest commission on book orders received from our website. If you are ordering holiday books go to our website: <http://www.planesafe.org> and click on BOOKS, scroll to the bottom and click on Amazon.com to place your book orders.**

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Over 110 people, from age 15 to 80, attended our meeting, representing flights from 40 years ago to as recent as this year’s Alaska 261 and Emery Airfreight 17. Family members and survivors attended as well as professionals from the media, academia, social service organizations, the FAA, the NTSB, the airlines, professionals responsible for crisis response, the American Red Cross, international aviation safety organizations, and much more. The comments above are a very small sample from the weekend’s events. Thank you to everyone for coming to the meeting and offering your support! Our friendships are unique, very special, and always a highlight of the Annual Meeting.

To better define our mission our membership overwhelmingly decided to delete the word “commercial” from our mission statement. The board will continue to look at ways of using PlaneSafe as an easy acronym, or “doing business as,” or “also known as.” Tax deductible checks should still be written to *NATIONAL AIR DISASTER FOUNDATION*, a 501 (c) (3) organization.

Please make a donation to the *NATIONAL AIR DISASTER FOUNDATION* today. Help us continue our work! *Gail Dunham*

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IF THIS IS YOUR FIRST MAILING FROM US AND YOU WOULD LIKE TO BE ON OUR MAILING LIST PLEASE LET US HEAR FROM YOU! EMAIL TO: GADunham@aol.com, OR,  
Call toll free 888-444-6232 ...for air safety and security www.PlaneSafe.org

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**NOVA \* National Organization for Victim Assistance Crisis Response Team Training (CRT)**  
February 19-23, 2001 – Monday – Friday 9 AM – 5 PM – Washington DC

For over 25 years NOVA has offered services and training for victims of crimes and other crises. Those who complete the training are able to become part of NOVA's national CRT program and work with disaster professionals in their own area after a disaster, or possibly work with NADA/F members after an air crash. NADA/F members agreed that to best help others, volunteers need to be successfully trained, and NOVA training will help us face the challenge of offering direct support to victims' families.

The Red Cross tends to rely on clergy and licensed counselors, however, other organizations have expressed an interest in using our members as volunteers after an air disaster. If called to help we understand that transportation and hotel expenses will be covered, and we look forward to working with many groups.

To guarantee a place in the class please send \$100 to cover training materials to the **NATIONAL AIR DISASTER FOUNDATION**. This does not include travel, hotel or meals. Hotel will be announced soon, and rooms are expected to be \$115 per night.

Special thanks to NOVA for making this opportunity available to us, and to NADA/F Board Member Jim Hurd for working with NOVA to coordinate the training. If you have additional questions please contact Jim Hurd, 410-551-0459, or call NADA/F directly.

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**CALENDAR...**

**Sunday January 28, 2001 – Avianca 52** - Annual mass to remember the survivors, and those lost - St. Dominic's, 93 Anstic Street, Oyster Bay NY 11771, (516) 922-4488. Avianca 52 crashed at Cove Neck NY on January 25, 1990.

**Saturday, March 3, 2001 – United 585** – Colorado Spring CO – 10<sup>th</sup> Memorial at the Widefield Park crash site, about 9:30 AM and brunch/lunch following at the Broadmoor Hotel. Contact Gail Dunham. Everyone is welcome to join us.

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